Characteristics Data Response for NSN 9140-01-313-7776

Item Name: FUEL OIL,NAVAL

MRC	Requirement Statement	Clear Text Reply
NAME	ITEM NAME	FUEL OIL,NAVAL (Navy Purchase Description Marine Gas Oil)
CGDF	MAXIMUM ASH CONTENT PERCENTAGE BY WEIGHT	0.01
CLFT	MAXIMUM SULPHUR CONTENT PERCENTAGE BY WEIGHT	1.0
CLWH	FUEL GRADE CLASSIFICATION	DFM
CQLQ	VISCOSITY AT RATED TEMP	1.70 MINIMUM 40 DEG CELSIUS AND 4.50 MAXIMUM 40 DEG CELSIUS
CRWZ	DISTILLATION POINT PERCENTAGE AT MAXIMUM TEMP	375.0 DEG CELSIUS AT 90.0 PCT
CRXY	MAXIMUM CARBON RESIDUE CONTENT PERCENTAGE BY WEIGHT AND TEST METHOD	0.35 RAMSBOTTOM
CSTK	COPPER CORROSION CLASSIFICATION NUMBER	3
CTJC	MINIMUM FLASH POINT AND TEST METHOD	60.0 DEG CELSIUS PENSKY-MARTENS CLOSED CUP
CWAY	SUPPLY CLASSIFICATION	BULK
FEAT	SPECIAL FEATURES	COMMERCIAL MARINE GAS OIL WILL ALSO REQUIRE A COLOR OF 3 MAXIMUM,A MINIMUM CETANE INDEX/NUMBER OF 45,A MAXIMUM CLOUD POINT OF MINUS 1.1 DEG C AND EITHER AN APPEARANCE (VISUAL) OF CLEAR AND BRIGHT OR A WATER AND SEDIMENT OF 0.01 VOLUME PCT MAXIMUM

Characteristics Data Response for NSN 9140-01-079-5805

Item Name: DIESEL FUEL

MRC	Requirement Statement	Clear Text Reply
NAME	ITEM NAME	DIESEL FUEL (Naval Distillate Fuel)
CGDF	MAXIMUM ASH CONTENT PERCENTAGE BY WEIGHT	0.005
CLFT	MAXIMUM SULPHUR CONTENT PERCENTAGE BY WEIGHT	1.0
CLGB	MINIMUM CETANE CLASSIFICATION NUMBER	45
CLGC	MAXIMUM CLOUD POINT TEMP	-12.2 DEG CELSIUS
CLWH	FUEL GRADE CLASSIFICATION	NAVAL 0 POUR
CQLQ	VISCOSITY AT RATED TEMP	1.80 MINIMUM 100 DEG FAHRENHEIT OR 4.50 MAXIMUM 100 DEG FAHRENHEIT
CRBY	MAXIMUM POUR POINT	-17.8 DEG CELSIUS
CRXY	MAXIMUM CARBON RESIDUE CONTENT PERCENTAGE BY WEIGHT AND TEST METHOD	0.2 RAMSBOTTOM
CSGW	NATO CODE NUMBER	F76 (NATO Code F-76)
CTJC	MINIMUM FLASH POINT AND TEST METHOD	60.0 DEG CELSIUS PENSKY-MARTENS CLOSED CUP
CWAY	SUPPLY CLASSIFICATION	BULK
ZZZK	SPECIFICATION/STANDARD DATA	81349-MIL-F-16884 GOVERNMENT SPECIFICATION

MIL- F- 16884

Characteristics Data Response for NSN 9130-00-273-2379

Item Name: TURBINE FUEL,AVIATION

MRC	Requirement Statement	Clear Text Reply
NAME	ITEM NAME	TURBINE FUEL,AVIATION (JP-5)
CLFT	MAXIMUM SULPHUR CONTENT PERCENTAGE BY WEIGHT	0.4
CLFZ	FREEZING POINT MAXIMUM TEMP	-51.0 DEG FAHRENHEIT
CLWH	FUEL GRADE CLASSIFICATION	JP-5
CQLQ	VISCOSITY AT RATED TEMP	8.50 MAXIMUM -20 DEG CELSIUS
CSGW	NATO CODE NUMBER	F44
CSMS	SPECIFIC GRAVITY VALUE AT 15.56 DEG CELSIUS	36.000 MINIMUM AND 48.000 MAXIMUM
CTCF	MINIMUM HEAT OF COMBUSTION VALUE	18300.0 BRITISH THERMAL UNITS PER POUND
CWAY	SUPPLY CLASSIFICATION	BULK
CWDB	MAXIMUM AMOUNT OF EXISTENT GUM	7.0
ZZZT	NONDEFINITIVE SPEC/STD DATA	JP-5 GRADE

MIL-T-5264

P 231902Z APR 98 ZUI ASN-BAL113000210
FM COMDT COGARD WASHINGTON DC//G-SEN/G-CFP//
TO LANT CUTTER FLT
AIG FOUR NINE FIVE ZERO
ZEN/PAC CUTTER FLT
WLBPAC
PACISLCLASS
ZEN/PACPTCLASS
ZEN/USCGC KUKUI
ZEN/USCGC ELDERBERRY
ZEN/USCGC BAYBERRY
ZEN/USCGC BLUEBELL
INFO ZEN/COMCOGARD MLC LANT NORFOLK VA//V/VR/F//
ZEN/COMCOGARD MLC PAC ALAMEDA CA//V/VR/F//
ZEN/COMLANTAREA COGARD PORTSMOUTH VA//AO//
ZEN/COMPACAREA COGARD ALAMEDA CA//PO//
ZEN/CCGDELEVEN ALAMEDA CA//POD//
ZEN/CCGDTHIRTEEN SEATTLE WA//O//
ZEN/CCGDFOURTEEN HONOLULU HI//O//
ZEN/CCGDSEVENTEEN JUNEAU AK//O//
ZEN/DIRJIATF EAST//J4//
ZEN/JIATF WEST//J3/J5//
ZEN/COGARD INTSUPRTCOM ALAMEDA CA
ZEN/COGARD INTSUPRTCOM KODIAK AK
ZEN/COGARD INTSUPRTCOM HONOLULU HI
ZEN/COGARD INTSUPRTCOM SAN PEDRO CA
ZEN/COGARD INTSUPRTCOM SEATTLE WA
ZEN/FISC SAN DIEGO CA//105/210A14//
ZEN/FISC PUGET SOUND WA//105/700/C10//
ZEN/USDAO MEXICO CITY MX
ZEN/PSO SAN DIEGO CA//95//
ZEN/FTSCLANT NORFOLK VA//4312/4315//
ZEN/SIMA NORFOLK VA
ZEN/COMREGSUPPGRU NORFOLK VA//43//
ZEN/COMREGSUPPGRU ROOSEVELT ROADS PR
ZEN/NAVSTA ROOSEVELT ROADS PR
ZEN/COMNAVBASE SAN DIEGO CA//PORT SVCS//
ZEN/NAVSTA SAN DIEGO CA
ZEN/NAVSTA PEARL HARBOR HI//30//
ZEN/COMNAVBASE PEARL HARBOR HI//PORT SVCS//
ZEN/FISC PEARL HARBOR HI
ZEN/DESC FT BELVOIR VA
ZEN/NAVPETOFF FORT BELVOIR VA//NPO//
ZEN/CINCLANTFLT NORFOLK VA//N41//
ZEN/COMCOGARD MLC PAC ALAMEDA CA//VR/F//
EG/COGARD ENGLOGCEN BALTIMORE MD//026//
ZEN/COMNAVSEASYSCOM WASHINGTON DC//03M3//
BT
UNCLAS //N04100//
SUBJ: INTERIM POLICY; CG CUTTER MAIN PROPULSION FUEL
A. COMCOGARD MLC LANT NORFOLK VA 241900Z APR 97 NOTAL
B. COMPACAREA COGARD ALAMEDA CA 121430Z AUG 97 NOTAL
C. COMDTINST M9000.6B, NAVAL ENGINEERING MANUAL CHAP 541
D. NSTM, CHAP 541OF 7 OCT 96
1. THIS MSG PROMULGATES INTERIM CG WIDE POLICY ON THE SELECTION AND USE OF CG MAIN PROPULSION FUEL. POLICY SET FORTH IN THIS MESSAGE AUGMENTS REF

C AND WILL BE INCLUDED IN LATER UPDATES TO REF C. ALL GUIDANCE GIVEN IN REF A IS HEREBY CANCELED. FUEL SELECTION AND GUIDANCE INFO CONTAINED IN PARAGRAPHS 4(E) THROUGH 4(L) OF REF B IS HEREBY SUPERSEDED.
2. BACKGROUND: CG ENGINEERING LOGISTICS CTR (ELC) HAS ENTERED INTO A JOINT PROJECT WITH THE NAVY FUEL COMMUNITY TO DETERMINE AFFECTS OF NAVY PURCHASE DESCRIPTION MARINE GAS OIL (NPD MGO) ON CG GAS TURBINES, DIESEL ENGINES, AND FUEL SYSTEMS. THIS MSG REFLECTS LATEST AVAILABLE INFORMATION ON NPD MGO FUEL.
3. FUEL TECH/SPEC REQUIREMENTS (DEFINITIONS):
A. REF D DEFINES F-76 AS THE PRIMARY NAVAL FUEL. IT IS A DISTILLATE FUEL SUITABLE FOR USE IN SHIPBOARD DIESELS, GAS TURBINES, OR BOILERS. F-76 HAS VERY TIGHT SPECIFICATION REQUIREMENTS AND IS THE FUEL NORMALLY OBTAINED DIRECTLY FROM NAVAL FACILITIES AND OILERS. OLDER NAVAL TERMINOLOGY REFERRED TO F-76 AS DIESEL FUEL MARINE (DFM). THIS IS HOW REF C REFERS TO F-76 FUEL. CURRENT PRACTICE NO LONGER USES "DFM" AS A DESCRIPTIVE NAME FOR F-76. TO AVOID CONFUSION, F-76 FUEL SHOULD ONLY BE REFERRED TO AS "F-76". REF D CAUTIONS THAT F-76 SHOULD NOT BE CONFUSED WITH A COMMERCIAL PRODUCT KNOWN AS MARINE DIESEL FUEL (MDF). COMMERCIAL MDF CAN CONTAIN UP TO 10% RESIDUAL FUEL. RESIDUAL FUEL CAN CONTAIN HIGH LEVELS OF TRACE METALS AND ASH WHICH DRAMATICALLY INCREASE HOT SECTION CORROSION IN GAS TURBINES.
B. REF D LISTS F-44 (JP-5) AND NPD MGO ("COMMERCIAL MARINE GAS OIL (100% DISTILLATE, NO RESIDUAL) - PROCURED UNDER A DEFENSE ENERGY SUPPORT CENTER (DESC) CONTRACT") AS ACCEPTABLE SUBSTITUTE FUELS FOR F-76. SUBSTITUTE FUELS ARE DEFINED IN REF D AS FUELS WHICH MAY BE USED FOR EXTENDED PERIODS OF TIME WITHOUT TECHNICAL ADVICE. MARINE GAS OIL IS A VERY BROAD CLASSIFICATION OF FUELS, PERTAINING TO THEIR DISTILLATION TEMPERATURE AND GENERAL PROPERTIES. F-76, AT ONE END OF THE QUALITY SPECTRUM, COULD BE CONSIDERED A MARINE GAS OIL, BUT SO COULD FUELS CONTAINING SIGNIFICANT PERCENTAGES OF RESIDUAL FUEL (SUCH AS COMMERCIAL MDF). THE NAVY PURCHASE DESCRIPTION INVOKES ADDITIONAL REQUIREMENTS OVER WHAT COULD OTHERWISE BE ACCEPTABLE UNDER A PURELY COMMERCIAL SPECIFICATION (SUCH AS ASTM D-975). IT IS POSSIBLE THAT FUEL CAN MEET THE NPD MGO SPECIFICATION REQUIREMENTS, BUT BE MARKETED UNDER SEVERAL DIFFERENT NAMES, INCLUDING "MDF" AND/OR "COMMERCIAL NO. 2". AS LONG AS THE NPD MGO IS OBTAINED THROUGH A DESC CONTRACT, YOU WILL BE ASSURED OF RECEIVING NPD MGO. AS DISCUSSED BELOW, THERE IS CURRENTLY A 6 WEEK TIME LIMIT PLACED ON THE USE OF NPD MGO, STARTING WHEN THE FUEL IS TAKEN ONBOARD, DUE TO CONCERNS WITH STORAGE STABILITY. REF D ALSO LISTS F-75 AS AN ACCEPTABLE SUBSTITUTE FUEL, BUT F-75 CAN ONLY BE OBTAINED AT SOME OVERSEAS LOCATIONS AND DOES NOT HAVE A DOMESTIC SPECIFICATION. IT IS UNLIKELY THAT CG VESSELS CAN OBTAIN THIS FUEL.
C. REF D ALSO IDENTIFIES A NUMBER OF EMERGENCY SUBSTITUTE FUELS. EMERGENCY SUBSTITUTE FUEL MAY BE USED IN AN EMERGENCY, IN PLACE OF FUELS DISCUSSED ABOVE, AFTER DETERMINING THE PRODUCT IS ACCEPTABLE. THESE FUELS, IN ORDER OF PREFERENCE, ARE ASTM D-975 GRADE NO. 2-D OR ASTM D-396 NO. 2; ASTM D-2880 NO 2-GT; AND COMMERCIAL MGO, 100% DISTILLATE, FROM A COMMERCIAL SUPPLIER NOT UNDER A DESC CONTRACT. THESE FUELS MAY NOT BE SUITABLE FOR LONG TERM USE IN MARINE GAS TURBINES AND/OR SOME DIESEL ENGINES. THEY MAY CONTAIN ADDITIVES WHICH COULD DEGRADE COALESCER/SEPARATOR PERFORMANCE. ALSO, BECAUSE THEY WERE NOT ORIGINALLY INTENDED FOR MARINE USE, THEIR SPECIFICATIONS ALLOW FLASH POINTS LOWER THAN 140 DEG F. DUE TO SAFETY CONCERNS, ONLY FUELS WITH A MINIMUM FLASH POINT OF 140 DEG F ARE ACCEPTABLE FOR SHIPBOARD USE. F-54 AND DF-2 ARE ALSO MENTIONED AS EMERGENCY FUELS IN REF D. THESE FUELS WERE PROCURED UNDER FED SPEC VV-F-800 WHICH HAS BEEN CANCELED. THIS INFORMATION THEREFORE IS NOT CURRENT AND SHOULD BE DISREGARDED. ADVICE

SHOULD BE OBTAINED FROM MLCLANT/MLCPAC OR ELC TECHNICAL POCS LISTED BELOW BEFORE RECEIVING ANY EMERGENCY SUBSTITUTE FUELS.

D. THE FOLLOWING ARE THE MINIMUM ACCEPTABLE REQUIREMENTS FOR F-76 OR ACCEPTABLE ALTERNATE FUELS F-44 AND NPD MGO:

(1) F-76 MUST MEET MIL-F-16884J. MINIMUM CETANE RATING OF 42 (OR 45 FOR CUTTERS EQUIPPED WITH PAXMAN ENGINES).

(2) F-44 (AKA JP-5) MUST MEET MIL-T-5624S.

(3) NPD MGO CAN BE PROCURED UNDER NATIONAL STOCK NUMBER 9140-01-313-7776 (DOMESTIC) AND 9140-01-417-6843 (OVERSEAS). NPD MGO SUPPLIED UNDER A DESC BUNKER FUEL CONTRACT WILL MEET THE NAVSEASYSCOM PURCHASE DESCRIPTION, WHICH INCLUDES THE FOLLOWING MINIMUM TECHNICAL REQUIREMENTS:

(A) MINIMUM CETANE RATING OF 42 (OR 45 FOR CUTTERS EQUIPPED WITH PAXMAN ENGINES).

(B) MINIMUM FLASH POINT OF 140 DEG F.

(C) MAXIMUM 90% DISTILLATION POINT OF 675 DEG F.

(D) NO RESIDUAL FUEL CONTENT.

(E) MAXIMUM CLOUD POINT OF 30 DEG F.

(F) CLEAR AND BRIGHT APPEARANCE.

PENDING ELC FUEL INVESTIGATION RESULTS, NPD MGO SHOULD NOT BE USED IN CG PRATT & WHITNEY GAS TURBINE ENGINES UNLESS OPERATIONAL EMERGENCY EXISTS.

E. FUEL STABILITY: CONSUMPTION OF FUEL WITH POOR STORAGE STABILITY SHOULD BE AVOIDED. F-76 AND F-44 ARE THE ONLY MARINE FUELS THAT HAVE BUILT IN PROTECTION AGAINST STORAGE STABILITY PROBLEMS. NPD MGO DOES NOT CONTAIN FUEL STABILIZING ADDITIVES OR UNDERGO STORAGE STABILITY TESTING (NOR DO STANDARD COMMERCIAL FUELS) AND THEREFORE SHOULD BE CONSUMED AS SOON AS POSSIBLE - NOMINALLY WITHIN SIX WEEKS. THIS SIX WEEK FIGURE IS TAKEN FROM REF (D) AND IS VERY CONSERVATIVE. IT IS HOPED TO EXPAND THE SIX WEEK LIMIT BASED ON TESTING DATA WHICH WILL BE OBTAINED AS PART OF ONGOING ELC MGO FUEL INVESTIGATIONS. THE UNWRITTEN INDUSTRY UNDERSTANDING IS THAT DIESEL FUELS SHOULD REMAIN STABLE FOR AT LEAST SIX MONTHS FROM THEIR DISTILLATION DATE. INDUSTRY STORAGE STABILITY PROBLEMS ARE RARE. SINCE NPD MGO IS TAKEN FROM THE SAME FUEL STOCKS AS THE COMMERCIAL DIESEL FUELS, IT WILL NORMALLY NOT BE A PROBLEM IF YOU INADVERTENTLY NEED TO HOLD NPD MGO FUEL BEYOND SIX WEEKS. WHEN RECEIVING NPD MGO, CUTTER PERSONNEL MUST CONTINUE TO PERFORM CLEAR AND BRIGHT FUEL APPEARANCE TESTING. THIS TESTING IS ESSENTIAL BECAUSE OF THE NPD MGO FUEL STABILITY CONCERNS. IF FUEL PASSES CLEAR AND BRIGHT CRITERIA, CHANCES ARE SLIGHT THAT A STORAGE STABILITY PROBLEM WILL OCCUR BEFORE THE FUEL HAS BEEN BURNED WITHIN THE NOMINAL SIX WEEK TIME LIMIT. HOWEVER, IF THE FUEL APPEARS CLOUDY, BROWN, OR DARK IN COLOR, STORAGE INSTABILITY PROBLEMS MAY ALREADY BE IN PROGRESS (DUE TO TIME SPENT IN SHORE SIDE STORAGE). EXCEPT IN OPERATIONAL EMERGENCIES, DO NOT ACCEPT NPD MGO FUEL THAT WILL NOT PASS CLEAR AND BRIGHT VISUAL INSPECTION CRITERIA. WHEN REQUIRED BY OPERATIONAL EMERGENCIES TO ACCEPT FUEL THAT WILL NOT PASS CLEAR AND BRIGHT VISUAL INSPECTION CRITERIA, MINIMIZE AMOUNT OF FUEL TAKEN ONBOARD AND BURN IT AS SOON AS POSSIBLE. OPERATIONAL INDICATIONS OF DESTABILIZED FUEL WILL MOST LIKELY BE MANIFESTED BY FREQUENTLY CLOGGED FUEL FILTER ELEMENTS. FILTER ELEMENTS CLOGGED BY DESTABILIZED FUEL MAY APPEAR TO BE COATED WITH A BLACK GUMMY MATERIAL OR A GEL. ONCE DESTABILIZED FUEL HAS BEEN DETECTED, STOP BURNING IT ASAP, ISOLATE THAT STORAGE TANK, AND CONTACT YOUR GROUP ENGINEER OR TYPE DESK FOR ASSISTANCE WITH TANK CLEANING. DO NOT ATTEMPT TO CUT DESTABILIZED FUEL WITH GOOD FUEL - THIS WILL MOST LIKELY ONLY ADD TO THE PROBLEM AND WILL CERTAINLY ADD TO THE EXPENSE OF DISPOSAL. IF YOU HAVE A FUEL STORAGE

STABILITY CONCERN, MLCLANT/MLCPAC CAN ASSIST YOU IN GETTING YOUR FUEL TESTED.
NOTE: THE NPD MGO YOU RECEIVE WILL BE TAKEN FROM COMMERCIAL FUEL STOCKS AVAILABLE IN THAT GEOGRAPHIC AREA. IE, THIS FUEL IS THE SAME DISTILLATE FUEL BEING CONSUMED BY MARINE AND SHORE BASED COMMERCIAL ENGINES. AS DISCUSSED ABOVE, THE ONLY DIFFERENCE IS THAT IT IS REQUIRED TO MEET STRICTER SPECIFICATION REQUIREMENTS (THE NAVY PURCHASE DESCRIPTION). YOU SHOULD NOT HAVE ANY EXPECTATION OF RECEIVING BETTER FUEL (FROM THE STANDPOINT OF STABILITY OR ANY OTHER REQUIREMENTS) BY REQUESTING MARINE OR COMMERCIAL DIESEL FUEL BEING SOLD TO COMMERCIAL CUSTOMERS. SO FEW REQUIREMENTS ARE SET ON STANDARD COMMERCIAL DIESEL FUELS THAT YOU WOULD ACTUALLY BE INCREASING THE RISKS OF PROBLEMS (AS OPPOSED TO USING NPD MGO FUEL).
4. MAIN PROPULSION FUEL SELECTION POLICY: CUTTERS SHALL ADHERE TO THE FOLLOWING POLICY WHEN SELECTING/PURCHASING FUEL. THIS POLICY REFLECTS THE INCREASING CONCERN WITH MINIMIZING FUEL COSTS.
A. CUTTERS EQUIPPED WITH GAS TURBINES, OR CUTTERS WHO ANTICIPATE NOT BEING ABLE TO BURN THE FUEL WITHIN SIX WEEKS AFTER ONLOAD, SHALL SELECT THE LEAST EXPENSIVE OF (NATO) F-76 OR (NATO) F-44, PROVIDED THE FUEL SELECTED MEETS THE TECH/SPEC REQUIREMENTS OF PARA 3D ABOVE. IF NEITHER OF THE ABOVE FUELS ARE AVAILABLE, CUTTERS SHOULD CONTACT MLCLANT (VR)/MLCPAC (VR) FOR GUIDANCE PRIOR TO PURCHASING AND TAKING ON FUEL. MLCLANT POC IS LCDR OARD (757) 628-4596. MLCLANT (VR) CAN BE REACHED AFTER HOURS VIA THE LANTAREA COMMAND CENTER AT 757-398-6390. MLCPAC (VR) CAN BE REACHED VIA THE PAC AREA COMMAND CENTER AT (510) 437-3701.
B. CUTTERS NOT EQUIPPED WITH GAS TURBINES, WHO ANTICIPATE BEING ABLE TO USE THE FUEL WITHIN SIX WEEKS, SHALL SELECT THE LEAST EXPENSIVE OF F-76, F-44, OR NPD MGO, PROVIDED THE FUEL SELECTED MEETS THE TECH/SPEC REQUIREMENTS OF PARA 3D ABOVE. IF NONE OF THE ABOVE FUELS ARE AVAILABLE, CUTTERS SHOULD CONTACT MLCLANT (VR)/MLCPAC (VR) FOR GUIDANCE PRIOR TO PURCHASING AND TAKING ON FUEL. MLCLANT TPOC IS LCDR OARD (757) 628-4596. MLCLANT (VR) CAN BE REACHED AFTER HOURS VIA THE LANTAREA COMMAND CENTER AT 757-398-6390. MLCPAC (VR) CAN BE REACHED VIA THE PAC AREA COMMAND CENTER AT (510) 437-3701.
5. FUEL REQUEST/LOGREQS: WHEN REQUESTING FUEL IN LOGREQS OR WHEN ARRANGING FUEL DELIVERIES, CUTTERS SHOULD NOT USE "DFM" (WHICH IS NON-SPECIFIC) AND UTILIZE THE STANDARD NAMING PHRASEOLOGY LISTED ABOVE IN PARA 3D TO ENSURE THE FUEL REQUESTED IS THE FUEL RECEIVED. CUTTERS SHOULD ALSO CONTACT THEIR HUSBANDING AGENT OR SHIP CHANDLER TO OBTAIN THE LATEST FUEL INFO FOR PLANNED FOREIGN PORT BSF(S). TO HELP CUTTERS MEET THE FUEL SELECTION POLICY AND ENSURE THE FUEL RECEIVED MEETS THE TECH REQUIREMENTS LISTED, RECOMMEND THE FOLLOWING IN ALL LOGREQS; (NOTE: GAS TURBINE EQUIPPED CUTTERS, OR CUTTERS WHO ANTICIPATE NOT BEING ABLE TO UTILIZE THE FUEL IN SIX WEEKS, SHOULD DELETE ALL REFERENCES TO NPD MGO LISTED BELOW).
FOXTROT: RQST XXX GALS FUEL, SEE PARA ZULU (1) FOR SPECIFICS.
ZULU: (1) FUEL PREFERENCE AND REQUIREMENTS AS FOLLOWS: IF AVAILABLE, SUPPLIER PREFERENCE FOR FUEL IS DOD FACILITY (FIRST), DESC CONTRACTED SUPPLIER (SECOND) AND COMMERCIAL SUPPLIER (LAST). FROM THE SUPPLIER WITH THE HIGHEST PRIORITY ONLY, REQUEST THE LEAST EXPENSIVE FUEL AVAILABLE OF NATO F-76, NATO F-44, OR NPD MGO.
ZULU: (1) LIST NPD MGO TECH REQUIREMENTS PER PARA 3.D ABOVE. CUTTERS EQUIPPED WITH PAXMAN ENGINES REQUIRE MINIMUM CETANE INDEX OF 45, REGARDLESS OF WHETHER F-76 OR NPD MGO IS SUPPLIED.
6. IF YOU ENCOUNTER PROBLEMS WITH THE FUEL YOU HAVE RECEIVED AND THE SOURCE IS A DESC CONTRACTOR, ALL PROBLEMS AND INFORMATION SHOULD BE

DIRECTED BACK TO DESC FORT BELVOIR VA//DESC-BQ//. COMCOGARD MLC LANT NORFOLK VA//VR/F//, COMCOGARD MLC PAC ALAMEDA CA//V/VR/F//, COGARD ENGLOGCEN BALTIMORE MD//026//, AND COGARD COMDT WASH DC//G-SEN// SHOULD BE LISTED ON THE INFO LINE OF THESE MESSAGES. DESC NEEDS THE FOLLOWING INFORMATION TO ASSIST WITH THE INVESTIGATION AND DETERMINATION OF APPROPRIATE CORRECTIVE ACTION: UNIT POC AND THE PREFERRED METHOD(S) OF CONTACT (PHONE, E-MAIL, MESSAGE; OTHER); THE TYPE AND QUANTITY (GALLONS) OF FUEL RECEIVED; CURRENT DISPOSITION OF THE FUEL (HOW MUCH HAS BEEN USED; PROBLEMS THAT WERE ENCOUNTERED; IF PRODUCT IS COMMINGLED WITH OTHER FUELS ONBOARD; IF THERE ARE RETAINED SAMPLES OF THE PROBLEM FUEL; THE NAME OF THE DESC CONTRACTOR AND THE CONTRACT NUMBER.
7. IF YOU ENCOUNTER PROBLEMS WITH THE FUEL YOU HAVE RECEIVED AND THE SOURCE IS A NAVY FACILITY, ALL PROBLEMS AND INFORMATION SHOULD BE DIRECTED BACK TO NAVPETOFF FORT BELVOIR VA//NPO//. COMCOGARD MLC LANT NORFOLK VA//VR/F//, COMCOGARD MLC PAC ALAMEDA CA//V/VR/F//, COGARD ENGLOGCEN BALTIMORE MD//026//, AND COGARD COMDT WASH DC//G-SEN// SHOULD BE LISTED ON THE INFO LINE OF THESE MESSAGES. THE NAVAL PETROLEUM OFFICE (NPO) NEEDS THE FOLLOWING INFORMATION TO ASSIST WITH ACTING ON YOUR PROBLEMS: UNIT POC AND THE PREFERRED METHOD(S) OF CONTACT (PHONE, E-MAIL, MESSAGE; OTHER); THE TYPE AND QUANTITY (GALLONS) OF FUEL RECEIVED; CURRENT DISPOSITION OF THE FUEL (HOW MUCH HAS BEEN USED; PROBLEMS THAT WERE ENCOUNTERED AND HAS IT BEEN MIXED WITH OTHER FUELS); THE NAME OF THE FACILITY THAT THE FUEL WAS RECEIVED FROM. THE POC AT THE NPO IS LYNDA TURNER, (703) 767-7328; LYNDA TURNER@NAVSUP.NAVY.MIL.
8. IF YOU HAVE ANY QUESTIONS REGARDING THE DESC CONTRACT OR FUEL LOCATIONS AND PRICES, THE MLCLANT (F) POC IS KAREN FORTNER AT (757) 628-4136. THE MLCPAC (V) POC IS CWO ANGKIANGKO AT (510) 437-3399. IF YOU HAVE ANY TECHNICAL QUESTIONS ON FUEL TYPES, PLS CONTACT YOUR UNIT TYPE DESK MANAGER OR TOM GAHS, ELC-026 AT (410) 762-6291; TGAHS@ELCBALT.USCG.MIL.
BT
NNNN